

# Editorial

# JOURNAL BOX

GOOD ON YER MATE!

I recently saw a conservation film entitled "Wake in Fright" showing, apart from a beaut shot of a NSW 49 class diesel out "Back of Bourke", just how Australians treat this local scene, this heritage, themselves, by abusing all that could be good and taking potshots at anything that moves.

The same applies in the Model Railway sphere, where most of the pundits and experts you meet, loudly proclaim their scratch building and model engineering abilities, yet decry the efforts of our commercial modellers, and never let you study their own examples of craftsmanship with plans, photographs, etc., to compare.

It might be said that there have only been 3 or 4 faithfully reproduced commercial models of Australian locomotives so far. They are the NSW AD60 Garrett, the VR R class and the NSW Z19. The fourth possibly would be the NSW C32, although there are some obvious defects in this model.

The C38, D50 and C36, made to foreign contracts, do not portray the characteristics of the prototype. A Model is surely just a hash-up of indifferant craftsmanship if it does not  
continued on page 35

## COVER PHOTO

The class leader of the 400 class Garrett shunting at Crystal Brook, S.A. Dec. 1969, shortly before the 3'6" gauge line was closed.

Photo by J. PARKER

## VOLUME 21

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3/72



# THE AUSTRALIAN MODEL RAILWAY ASSOCIATION

## *Its formation and progress to May 1954*

by TIM DUNLOP.

Because so many members have joined our ranks in recent times, the Editor has requested that I prepare a kind of short precis of events leading up to and following the formation of AMRA. It must be born in mind that to write an actual factual history of the birth and development of the Association to this date would already easily consume at least one hundred pages the size of this Journal. I feel this should be done, but as to who has the time, necessary skill and knowledge to carry out this monumental effort, I have no idea. Yet, unfortunately, the longer it is left, the more difficult it will become, human memory being what it is. However, be that as it may, in the following paragraphs I have attempted to give a necessarily brief picture of how the AMRA came into being, deriving the information from AMRA Minutes and Correspondence files and to some extent from my own memory, and with the help of others who were intimately connected with those rather hectic days (and nights) that already seem so long ago.

The basic idea which eventually led to the formation of the Association in its existing form was crystallised by various comments in the "Fortnightly Notices" issued by Alan Goode in connection with his Hobson's Bay Railway, the first comment being "FN 1268", in the issue dated 13/11/1950, in which Mr. C. Buchanan asked which was the better scale to advocate for 'O' gauge as NSW modellers appeared to favour 7mm. scale to a greater degree, whilst Victorians favoured  $\frac{1}{2}$ " scale. In "FN 1295" I advocated that standards be adopted before confusion reigned supreme, using one or the other of the existing American or British Standards,

or alternatively, the drawing up of a complete set of our own, which appeared to me to be the wiser course to take, in view of the variety of gauges used by Australian full size railways, and the hotch-potch of model equipment available in Australia. Further comment appeared in "FNs 1314 and 1349", and finally the cat was out of the bag in "FN 1389".

What actually happened in the period from the publication of the first "FN" regarding standards was a spate of private correspondence between interested persons, mainly Bill Lowry, Ernie Dean and myself, in which I proposed formation of the yet un-named Association, and on my return to Melbourne early in 1951 informal talks on the subject of the formation of an Australian Standards organization were held with Bill and Ern, the first of these meetings being held on the 13th March, 1951, at Bill's home. It was there that the decision was made to attempt to form an Australian organization and to convene another meeting to be held on the 30th March, to which any interested model railway men would be invited. Six turned up at this meeting, namely, Rick Richardson, Bryan McClure, Doug McFadden, Ernie Dean Bill Lowry and myself. The idea was discussed at length and it was eventually decided that a Standards Association should be a practicable possibility in Australia and the formation of the yet nameless association would be proceeded with immediately.

A further meeting was arranged for the 6th April at which Ernie Mainka and Andy Lyell (subsequently VMRS



President for two years) were also present. Andy was sympathetic to our aims and although regretting his inability to take an active part in the new Association, he became a foundation member and is still a quiet supporter of AMRA. It was decided that prior to announcement of the Association a Constitution should be prepared and submitted for consideration to subsequent meetings to be held on 20th April and 4th May, 1951, and in this Rick, who collected the chore, did a terrific job, the Constitution he presented being written to incorporate as well as possible the often conflicting views and ideals expounded at the foregoing formative, (but still unofficial) meetings. It is interesting to reflect that despite minor early "sniping", surprisingly few amendments have been made to the Constitution since its adoption at the first official meeting of the Association on the 18th May, 1951.

Having fitted ourselves out with a lovely shiny new Constitution, the next move was to proceed with the election of Office-bearers and this was done, a job being found for all present. The first Office-bearers were Cliff Richardson as President, myself as Secretary, Bryan McClure as Assistant-secretary, Ernie Dean as Treasurer, Doug McFadden as Assistant-treasurer, Ernie Mainka as Editor, Bill Lowry as a committeeman whilst Ernie Dean doubled-up as Publisher. This first "election" was not without its humorous aspect, for rather obviously everyone took it in turn to propose the next in turn for a position and it also had its serious side as eight members joined that first evening which meant £6/15/- in the kitty, plus donations which were received as well from those present. This was the sum total of "official" income we received for the next few months so members of the Committee had their hands in their respective pockets for one thing and another nearly all the time. In addition to the Constitution, we de-

cided that an emblem would be necessary and Rick submitted a design to the meeting held on 23rd May, 1951, and another on the 1st June and the second one, the now familiar wheel on a rail, was the one chosen. Main items of expense at this stage were the printing of letter-head paper (note paper) the cost of which was fully covered by donations, printing of covers for the "Journal" and Standard and Data Sheets, and the cost of duplicating 100 copies of the Constitution which cost us the princely sum of £15! (\$30)

At a meeting on 1st June, it was decided that the AMRA would apply to the Australian Association of Model Societies to become a member of that body, and in the following August, AMRA became a member. The President appointed a Standards Committee of four on the 15th June 1951, with myself as Chairman and work was commenced immediately on the preparation of Standards. In addition to this, draft letters were prepared for reply to prospective members and to Model Railway Clubs and manufacturers seeking their support for the new Association. One of the first steps taken by the Standards Committee was the preparation of a letter to the National Model Railroad Association of America, requesting their permission to use such of their Standards as were applicable in Australia, and this was despatched late in July. A reply was received some weeks later in which more information regarding the AMRA was requested and this was duly forwarded. The basic reason behind contacting the NMRA was for the eventual establishment of Universal Standards for working parts, for there was no necessity for us to use NMRA Standards as we could have gone ahead immediately and prepared our own from scratch. In those early days we concentrated only on Standards for 1½" and 16.5mm gauges, and I might point out here that it has been the policy of the Association since its inception to avoid like the plague any attempt to draw the AMRA



into the old perennial argument on scale, a subject about which each individual must decide for himself.

At first, all meetings were held at Bill Lowry's home which was reasonably central for most committeemen, but this, we found, gave credence to the impression held in some quarters (though without foundation) that the AMRA was "Lowry's Association". In actual fact, Bill himself was responsible for most of the restrictions placed on professional members of the Association to ensure that it would always be controlled by amateur model railroaders. However, from 5th October 1951, the meetings were held for a time in the rear of Ern Mainka's shop in Fitzroy. Past President Alan Houston joined the committee at this meeting. Eventually, the habit developed of holding meetings in the homes of the respective committee members a practice that continues to the time of writing. It was decided also at this same meeting that AMRA would apply to become a member of the Standards Association of Australia, and this actually took place in November of that year. Membership of both the Australian Association of Model Societies and the Standards Association of Australia has subsequently proved to be of great value to AMRA.

During the months prior to Christmas 1951 all known Australian manufacturers and leading modellers had been contacted by the Standards Committee and requested to forward a list of their respective Standards which they had been using in the production of the products, for the following items: - Wheels and axles buffers and knuckle couplers, axle-guards and/or bogie sides, with track-gauge and flangeways, as well.

All those approached forwarded the requested information and the Standards Committee then proceeded to compile a sheet showing all dimensions for the main working parts as listed above, in an attempt to arrive at a mutually

agreeable set of dimensions for adoption as Australian Standards. Just prior to this, we had received a copy from the British Railway Modelling Standards Bureau of a booklet setting out all their Standards and these, as well as NMRA Standards were included in the sheet referred to previously. This sheet was eventually completed and copies forwarded to all interested parties for their comment, criticism and approval. It was encouraging to note that all concerned advised us that they approved of the proposed Standards and would adhere to them when production runs and die replacement permitted.

In view of the then approaching Model Exhibition in September 1952, a considerable amount of time was spent discussing, planning and eventually building a suitable stand for the AMRA Exhibit and during the ensuing months, the preparation of this stand was the main consumer of our time as it was felt that here was our first opportunity to display the AMRA before the general public. As soon as the AAMS had decided on the date of the Exhibition a sub-committee was formed to decide details of the AMRA display and at the first meeting, held on 13th October 1951, a list of the main features was prepared, together with general dimensions of the stand. Past-president Mayer Levy joined the Committee on the 14th December 1951, just in time to help with the work on the stand.

Considerable financial assistance had been given the Association by Australian Modelcraft of Albury, Bill Lowry of BPR and Ern Mainka of the now defunct Main Hobby Depot and whilst the Constitution lays down the law with a firm hand regarding "professionals", without doubt the assistance that has been and still is given the AMRA by our "professional" members has helped it to develop to the point it has reached today. As a gesture of appreciation the AMRA offered a series of small



display stands, forming part of the main display, to all professional members for their use at the Exhibition and there is little doubt that the combination of the two - professional displays showing just about all the parts obtainable in this country and the completed models built from them by amateurs, demonstrated to the general public (all 94,000 of them) just what the hobby is like and what is involved in model railroading.

By Christmas 1951, the membership had grown to just over fifty, nearly all of these members joining through the efforts of Bill Lowry and although naturally enough the great majority of these members were Victorians, the number of Interstate members was encouraging. Despite the number of members, the Association was not too financial around this time and we ran "in the red" for some months until the end of year subscriptions came in.

By the end of June 1952, the proposed Standards had been prepared by the Standards Committee and tabled before the Management Committee for approval. After some discussion they were slightly revised and in this latter form were approved for publication to the general membership as Provisional Standards. It is with no little pride that I point out that the AMRA was the first organization in the world to produce Standards for Stud Contact and these are in fact the Standards used by Alan Goode on his huge and justly famous "0" gauge Hobson's Bay Railway and the Association will always be grateful to Alan for his ready assistance in providing and checking the dimensions which are now Australian Stud Contact Standards. Due to the amount of time consumed in arranging all the various details connected with the Exhibition Stand, the Standards were not proceeded with as quickly as we would have liked, but the Committee of Management gave their final approval on all sheets on 22nd August 1952, and copies were roneoed for distribution to

members as Provisional Standards, and after approval, they were to be printed and issued in permanent form. This has been deferred for the time being, pending the results of negotiations with the British, American and Continental Standards Associations for adoption of Universal Standards, for the advantages of such a step can readily be appreciated by all thinking railway modellers and enthusiasts who purchase "ready to roll" equipment.

Due to pressure of business, Ern Mainka tendered his resignation from the Committee of Management of 28th March 1952, and Bill Lowry did the same on 1st June. This was a loss of no small order for the Committee of Management was now reduced to seven members, but things were managed somehow with the stand taking up most of the available time. On 6th June Harry Clark tendered his resignation from the Committee of Management owing to his military duties and created pandemonium in the Committee by advising, per mail, that the stand was progressing satisfactorily. We were, of course, in the throes of building another stand, but eventually decided that as construction had progressed so far, and "our" stand was in Melbourne, we had better continue with it. By the end of June 1952, the stand was well on the way to completion, the work being carried out at weekends in Alan Houston's home - in the lounge room - What a man - What a wife!!!! The mess we made had to be seen to be believed.

Past President Geoff Lormer attended a Committee meeting on 27th June 1952, and we convinced him he would be doing a good job if he would come along to future meetings, which he did and has proved a tower of strength since joining the Committee. From this date on the Committee of Management was fully occupied in arranging the various details for the fast approaching Exhibition. The jobs that had to be done were many and varied - models to be ob-



tained from members, displays from our "professional" members, valuations for insurance purposes, (this one was a real headache) but everything was managed on time, more or less, a great deal of help being obtained from the newer members of the Committee, Dave Gross and Ray Perrey, who attended their first committee meeting on 8th August 1952, along with Ray Pearson. Despite our "Exhibitionitis" some amount of work was carried out on the Provisional Standards, printing costs and method of distribution being our main worries, but as the Exhibition was now so close there was not the time available to do overmuch about the issue of the Standard Sheets. Dave Gross, Ray Perrey and Nev. Levin were appointed to the Committee in an official capacity at the meeting held on 22nd August, 1952. Dave becoming the Asst. Secretary at the following meeting as Doug McFadden was unable to carry on, having enlisted in the RAAF. At this same meeting Dave Gross suggested that it would be advantageous to have the "Wheel-on-Rail" Emblem of the Association registered as a Standardisation Trade Mark and this was subsequently done, full details being given at the time in Dave's statement on Page 12 of the November 1952 Journal.

The committee meeting held on 17th October, 1952, was most memorable for quite a few people; Russ Sidall, the Victorian NMRA representative attended the meeting along with Jack Chaplin and Fred Youie, both of whom accepted positions on the committee. Rick Richardson tendered his resignation as President, after 18 months very solid work and Mayer Levy took over for the remainder of the term. It was decided to call a General Meeting of members, the date being fixed for the 28th November, 1952. Arising from this meeting, the proposal was put forward by Ray Pearson that a Victorian Branch be formed and this was tentatively fixed for the 28th February, 1953, and did take place on that date.

Prior to this, the Committee of Management, anticipating that a Branch was likely to be formed, drew up a special set of rules governing the running of this and all subsequent Branches and Sub-branches that may be formed in the future. These Branches are nominally under the control of an Organising Chairman who is elected by the branch members themselves from their own ranks. I believe Rick Richardson is to this day rather hazy as to how he got himself embroiled in the Victorian State Branch although he suspects Mayer Levy and Ray Pearson as arch conspirators.

Jack May attended his first Committee meeting on 21st November 1952, and was appointed to the Committee on 5th December, 1952. Bryan McClure and Doug McFadden had tendered their resignations from the Committee of Management and this left the Committee rather low in numbers, so various members were contacted regarding their willingness to serve on it and those interested were appointed on the 16th January 1953, as follows: Geoff Lormer as Vice-President, Dave Gross as Asst. Secretary, Howard Groome as Asst. Treasurer and as Committeemen the following members were appointed - Herb Tisher, Jack Chaplin, Jack McLean-Fox, Dave Bennett and Fred Youie. I am unable to find any record of the exact date that Jack May took over as Editor, but I think it was the same night that he was made a member of the Committee of Management. This brings us up to early 1953.

AMRA membership continued to grow at a fluctuating rate, the 1952 All-Models Exhibition in Melbourne having been of considerable help in publicising the Association. About this time we decided there were sufficient interstate members to warrant the appointment of Representatives to care for each State's interests in AMRA. In NSW, Keith Wilcox agreed to accept the post for that State, whilst in Queensland, Dr. Stephen Suggit volunteered his aid in this respect as well as accepting the



position of Queensland State Representative on the Standards Committee. Unfortunately no member in Tasmania was found at that time to accept the position in that State, but as membership in the "Apple Isle" grows we will eventually find someone keen on this type of work as their Representative.

Up to this state, (mid 1952), the Association had been forced through lack of access to a duplicator to have the Journal produced by a commercial duplicating firm, and, although the work was beautifully done the costs were extremely high, eating up about  $\frac{2}{3}$  of our total income from subscriptions. While it is ever the aim of the Committee of Management to return to members more than the value of their subs. in the form of services, obviously some reserve of finance is always needed, so investigations were made to see if some cheaper way of producing the magazine could be found. In this regard Ernie Mainka most generously offered free use of his business's Fordigraph duplicating machine and the President, Mayer Levy and Editor, Jack May, first tried their skill on the November 1952 issue with immediate benefit to the Association in the greatly reduced cost of producing the Journal, individual copies dropping in cost from 3/- each to a few pence.

In March 1953, Dave Gross commenced to compile a "Register of Model Railroad Titles" and the first list of some 30 odd names was issued, with titles from most of the States. In this regard is your railroad listed for inclusion in the next issue?

A copy of the Provisional Standards was forwarded to all the Model Clubs and Societies we could locate and the replies received were unanimously in favour of the dimensions shown, excepting for some minor suggested alterations. These replies were very carefully studied, the suggested amendments being, in most cases, adopted.

Further work on the Standards is in progress with ultimate aim of obtaining Universal World-Standards, which is now the only reason why the sheets themselves have not been sent to members in their permanent printed form.

In April 1953 a letter was received from Herr Franz Moeller of West Berlin, informing the AMRA of the formation of a large group of European modellers who were proposing to adopt a set of standards compiled by him, to be known as NEM Standards and inviting the co-operation of our Association in working towards Universal Standards. This co-operation, of course, was gladly extended by the AMRA, and correspondence has continued steadily on the subject of Standards between NEM and AMRA since then. As an oblique result of this exchange of information we eventually decided to confer Honorary Memberships on our contemporary organizations overseas and in October, 1953, BRMSB, NEM and NMRA were advised to this effect.

Early in August 1953, through the good offices of David Gross the Association purchased its own duplicator, assisted by personal donations from the Committee, with the result that we became divorced at last from nearly all the problems of actual production of the Journal and other literature.

In October 1953, Dr. Stephen Suggitt in Brisbane commenced work on the preparation of 3'6" Standards, in some aspects almost a virgin field and therefore a terrific job. He started the ball rolling by writing to Sth. Africa and after receiving their figures tackled New Zealand and others of fruitful prospect. His work is well on the way, but you can't sit down and pull Standard Dimensions "out of a hat", particularly in Australia with so many diverse factors to consider. In this same month Steve was appointed Deputy Chairman of the Standards Committee and is carrying out the duties involved with obvious thought and care.



At the Management Committee meeting of 8th December 1953, President Geoff Lormer rose and announced that he would personally prepare a proof of a Membership Card.

Rick originally wrote that reference to the Membership Card into the Constitution in, (as he says himself) a moment of extreme weakness - probably at 2 a.m. on some cold, tired winter morning. It seemed an innocuous and innocent little para. and the first Committee voted it into law. At the same meeting as the momentous announcement re membership cards, Bill Rattray joined the Committee and hasn't missed a meeting since.

During 1953 membership grew by 26 and Queensland became the first State, apart from the "home" State of Victoria, to form a State Branch, the inaugural meeting being held on the 16th May, 1954.

To-day the Association is in a healthy position numerically and financially, for membership is 130 odd and growing monthly. Looking to the future, we have good prospects indeed. Standards for model railway equipment have every chance of being prepared for universal use, yes, the world over, through co-operation with the British Railway Modelling Standards Bureau, the National Model Railroad Association and the VDMEC, which is an association of Continental Clubs, also known as NEM, an abbreviation of Normes for European Modellers.

Inspection Committees are in process of formation to make reports on all items of equipment necessary for successful interchange, for although it doesn't really matter if a ladder is to be  $\frac{1}{4}$ ", 17/64" or 7mm scale, as no one can tell the difference and it has nothing to do with the actual operation of a vehicle, it DOES matter very much when we come to inspect wheels, bogies, couplers and buffers, (and such kits as come ready to make up) if we find

they just won't work together, one with the other.

To-day the AMRA through its efforts for the good of Australian modellers in particular and Universal modellers in general is gaining in strength, and will continue to do so as its membership grows, its publicity penetrates and its contribution to the hobby is understood and fully appreciated.

#### EDITOR'S NOTE.

This is the written history of the Association up to 1954 - some 18 years ago! I had asked Tim to continue it but time, so far, has not been available.

Perhaps we still have other members who can expand this history further or perhaps the Federal Committee could make the minute books available to some "willing volunteer".

Could I also suggest that the various State Branches should also find a "volunteer" to go through their records in the near future to prepare some sort of history of their branch.

I believe that now we are in our twenty first year as an Association, some form of history should be made of both the Association and the Branches.

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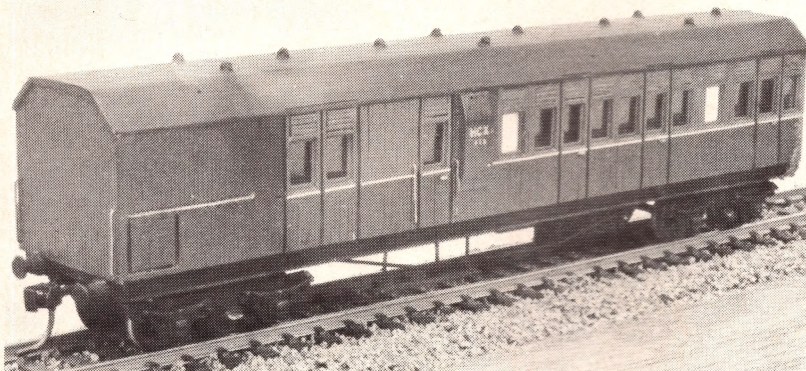
Editorial contd.

capture the character of the original. No amount of lacquer, hand rolled brass and shiny finish will ever make a model if its basic characteristics are way out.

I would submit that it would pay any modeller of the Australian scene to ensure that he gets an accurate model always and be prepared to do a little cleaning up and finishing himself.



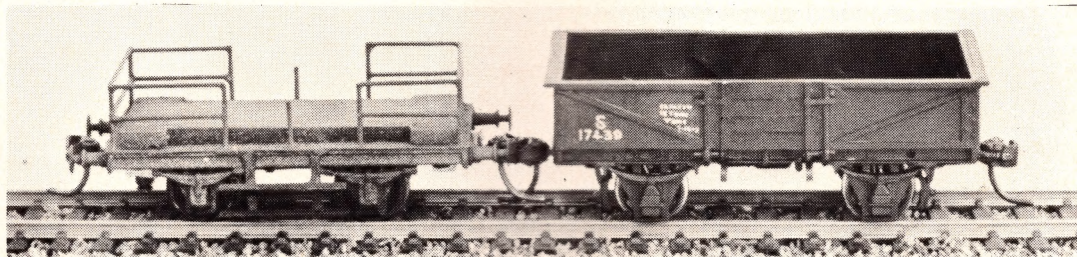
# 1971 COMPETITION RESULTS



N.S.W. BRANCH TROPHY  
for scratch built  
passenger rolling  
stock, awarded to:

Allan Brown,  
17 Annie Street,  
HURSTVILLE, NSW. 2220.

for his HO model of a  
NSWR HX guards van.



VIC. BRANCH TROPHY - for rolling stock  
conversion from commercial kits, awarded  
to:

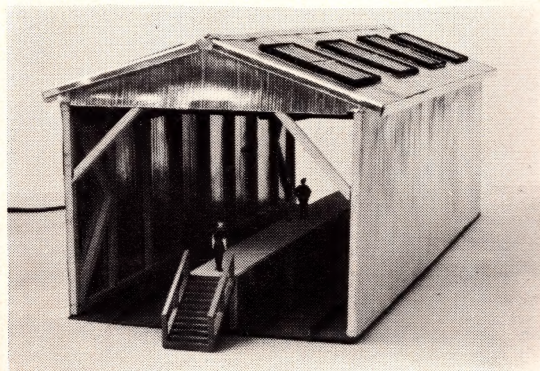
Ken Edwards,  
23A Milner Avenue,  
HORNSBY. NSW. 2077.

for his model of a NSW S wagon.

K. WILCOX CUP - for scratch built  
goods stock, awarded to:

Jack Parker,  
34 Strickland Street,  
BASS HILL, NSW. 2197.

for his HO model of a NSW L wagon.

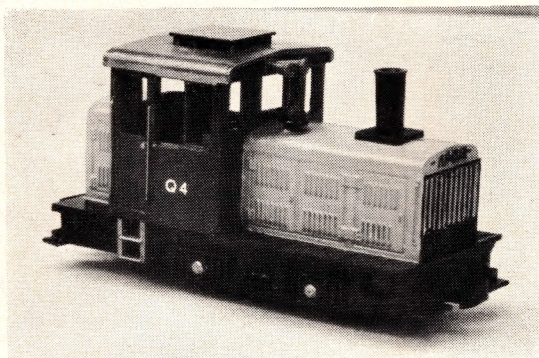


CANDEMAH CUP - for lineside equipment  
awarded to:

Mark Lamour,  
42 McMillan Street,  
YAGOONA. NSW. 2199.

for his diesel shed.





FEDERAL AWARD for loco conversion,  
awarded to:

Graham Ball,  
52 Parry Avenue,  
NARWEE. NSW. 2209.

for his narrow gauge diesel loco.



SPECIAL AWARD - awarded to June Lamour for her layout in a biscuit tin.

TIM DUNLOP CUP - no competition - no award.

1972 COMPETITIONS - All entries for the 1972 competitions must be in the hands of the Federal Secretary on, or before, 31st January, 1973.



# Scratch building for beginners

## Soldering Hints

Soldering is basically very simple and can be simpler if all preparations are carried out correctly. Listed below are all items essential for soldering. You may have your own preferences for flux, etc.

- (a) 65 to 75 watt soldering iron with a few different size tips or a 4 to 6 oz gas heated iron.
- (b) 50-50 resin-cored solder.
- (c) Yorkshire brand soldering flux.
- (d) a medium grade file for shaping the soldering iron tip.
- (e) a piece of clean old linen (cotton) i.e. sheet, pillow case etc.
- (f) different grades of sand and emery paper.

### THE SOLDERING IRON.

When soldering keep the soldering iron at a steady temperature. Avoid overheating the tip of the iron for this tends to burn off the tinned surface from the iron. Before beginning soldering be sure the iron is properly tinned or that the tip has a fine surface of solder over its surface. To tin the soldering iron the following method will be helpful.

Heat the iron until solder can be melted on the tip surface, then, holding the iron firmly in a vice, file flat the surfaces of the tip. Some irons have four surfaces, some three, all depending on the size of the iron tip. Providing the iron is still hot enough, apply flux over the tip and then apply the solder to all required surfaces. The solder should flow on so easily that if the iron is quickly jerked in any direction the excess solder will fall off the iron. Clean this surplus solder off by wiping with a dry or slightly damp cloth. The iron is now ready for work.

by R.A. Gallagher.

### SOLDERING.

Over the next few articles in this series many and varied joins between two metals will be necessary. While soldering these joins the following hints may be very helpful.

1. Always clean the surface to be joined with sandpaper or emerypaper.
2. Apply a thin film of soldering flux along the proposed joint.
3. Ensure that the tip of the soldering iron can reach the joint.
4. Apply the iron to the joint and heat the two metals to a temperature that the solder, when applied, will flow. Apply the solder to the join 1/16" from the iron tip, or, providing the tip is on the job, right on the tip. Always remember that the soldering iron is a heat instrument and not a solder trowel. A neat join is possible by moving the iron slowly along the join a few times to evenly spread the bead of solder.
5. When there is sufficient solder on the join, remove the iron and do not move the job until the solder has set. Then using a cloth, wipe the excess flux off the job and remove any excess solder with a file, scraper and emery paper.
6. Some joints, where two or more large surfaces are to be joined together, they should be "sweated". This is accomplished by first tinning both surfaces of the proposed joint. Firstly clean the surfaces and apply flux. Then apply the soldering iron to each piece and heat until the solder flows



over the whole surface. Clean off excess solder with a clean cloth while the solder is hot. After both surfaces are tinned, smear one surface with flux place both pieces together, and clamp. A spring clothes peg is a good clamp. Now apply the soldering iron to one piece or the other and heat the job. Observations will show that as the job gains more heat the flux will bubble and then the solder will be noticed flowing along the join. Additional solder can be applied to the join if necessary. This method can be used to make a 1/8"

thick piece of brass out of two 1/16" thick pieces.

7. Beware of dry joints. This is where the solder has not attached itself to either of the parts. A dry joint can be detected by sight, for the solder looks like a (silver) dry piece of cloth. Freshly dried solder has a semi-sheen on its surface. Most dry joints can be pulled apart and are not good for models, so resolder the joint after first properly cleaning both surfaces.

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## Basic Sidings & Goods Train Running

Some hints on shunting - Part 3.

by E.G. WATSON.

On our layout we are using:

- (1) Power.
- (2) Engines.
- (3) Rolling stock.
- (4) Track and points.

### (1) Power.

Care must be taken that there are no "dead" spots. These could occur where left and right hand points are used close together and be overlooked. If a proprietary clip won't fit, solder the wire to track or use a terminal which will fit tightly between sleeper and track.

The circuit control unit must be in good order both in forward and reverse and be capable of producing slow movement in both directions. It must be operated smoothly and not too fast. Jerky operation is to be avoided in order that the train moves off slowly and picks up speed gradually. In particular reversing back over points requires careful use of the circuit control unit. Fast speed will derail the train, so experiment to find a suitable speed and keep to it.

While on the subject of speed I would like to refer to Edward Beal's Railway Modelling Series Book 9, Page 56. On this page there is a scale

giving length of run in feet; time of run in seconds, gauge, scale speed in miles per hour.

As an example on H.O. gauge a train travels 60' in 40 seconds giving a scale speed of 90 miles per hour.

For the mathematicians -  
Scale co-efficients - H0 gauge 76.05,  
00 gauge 64 and 0 gauge 48.  
(that's all I know, so no enquiries, please).

1. Divide length of run by time taken.
2. Multiply result by scale co-efficient (distance in feet time in seconds) This gives feet per second.
3. To get speed in m.p.h. multiply result of 1 & 2 by 0.682.

Triang, at one time, had a clock-work engine capable of both forward and reverse running. Using the scale I worked its speed out as equal to 85 m.p.h., so no wonder it was useless on my layout. It couldn't take even a wide curve.

Keep the speed down and the train on the line.

Perhaps this is a good time to introduce some excellent advice "Keep your hands off the controls and levers until you know what you are going to do."



Be ready to operate the circuit control, but don't touch it until you are ready to use it. Don't fiddle with point levers etc. Keep your hands off until you are sure of what you are going to do.

Having "made the road" into a siding, check it. On a M/R with one man operating the safest thing to do is complete the move, then "put the road back". Then run your eye over the control panel to make sure.

Particular attention should be paid to isolating switches. Have one on at the wrong time for spectacular results.

I was talking about power. Power control speed. Goof on the above, and you won't be operating safely at any speed.

One last point. Where more than one person operates the circuit control(s) and levers, clearly establish who does what. Put it in writing. If any assistant after fair warning operates outside his zone of authority "sack" him or it will cost you plenty of time on derailments and repairs.

I will not let anyone touch my "frame" either at home or at work, except under my specific direction. The greatest tangle I have been in in six years was one night when the "peak" was running late both ways. In the midst of this I had to "put away" a goods on the up and down. Both in together. Everything was OK until some one put a lever back whilst I was writing up the block book. I had to stop all trains, confer with the stations on either side and get the picture in my mind again as to what was going on, delaying trains a further two or three minutes. This was better than risking a collision with two trains in the section.

"If you don't know what to do stop and have a smoke. If you don't know what to do then, don't do anything find out first.

## (2) Engine.

The choice of an engine is important. I do not have sufficient experience to enter into discussion on this subject, but can state some of the points to be considered.

Length must be considered, as this must be taken into consideration in constructing sidings and cross-overs.

Mainly it must couple both ends. It must travel slowly forward and reverse. Out of my "stable" of engines I prefer Triang R253. The engine must pick up speed gradually. I have a Triang "Nellie" which starts off fast and can derail a shunt in a split second.

So that, apart from saying that the engine must couple both ends, pick up speed gradually and run smoothly forward and reverse, there is little else I could say.

Any other comments would be based on personal experience which could be influenced by the individual characteristics of my own track and engines and give a false impression.

## (3) Rolling Stock.

The type and size of trucks will depend on the length of sidings available and the use to which we wish to put our sidings. (See next Part).

The length of the train is governed by the length of the shortest siding the full train has to be placed in.

Here we could well discuss this point as it influences the number of trucks we require.

Take it that a refuge siding is 3'6" long. This would hold van, 10 trucks such as Triang R10 or R12, uncoupling ramp and engine R253. If a longer engine was used the siding would need to be longer. What would happen if we used 10 R648? The train would be twice as long. If we used 10 R669s the train would be about four times as long!!



So we count our train not as having 10 trucks on, but as "equal to 10" 6 R10s and 1 R669 "equal to 10". 4 R10s, 1 R669, 1 R468 "equal to 10".

If we can lay out a yard or perhaps 2 yards we need to estimate:

1. The number of trucks on the train calculated as above.
2. The number of trucks to be left in sidings or to be picked up.

The laying out of the yard depends on space available. Lack of length need not be a deterrent. While we may not be able to "put 10 away" we could perhaps build a series of sidings to hold say a minimum of 5 trucks. The incoming goods could set down 5 trucks and van in "A" siding, 5 trucks in "B", pick up 5 trucks in "C" and van and 5 trucks in "D". The 10 trucks are distributed after train departs. The train according to my calculations would be the scale equivalent of 560' long.

The axles on the trucks must move freely. A tight axle on one truck could derail the train.

Coupling and uncoupling must be trouble free. The whole effect will be spoiled if you have to uncouple by hand, besides derailing trucks. A coupling gauge is essential and have a set time, say once a month, to check all trucks.

Don't work on the base board. Tack a length of track (any old piece of track will do) to a piece of wood. Include an uncoupling ramp and use this. Test all trucks and engines (both ends) for correct height and couple and uncouple them. Put a drop of oil on the axles now and again.

One fault recently developed on my layout. Trucks were derailing at a set of points set "normal". A check revealed that the points were opening slightly as the trucks ran over them. Was it the points or a truck? This was tested as follows:

An engine and a couple of trucks and van ran over several sets of points set to "normal". These were then run over the trouble spot. The points remained normal. If they had opened the points would be faulty. So some where amongst my trucks one must be defective. So then it was an easy matter to run trucks over the points until the culprit was found with a cat's hair in the axle box.

It is interesting to note that this set of points is now on my "suspect" list, for it seems odd that the truck only derailed at that point, so I'll be keeping an "eye" on them.

#### (4) Points and Track Work.

The laying of track and points is fully covered in numerous books. The main thing to watch is that the points and track either side are perfectly straight and all joints snug and even. Where a bend is used make sure it is firmly fixed and track clearance correct.

Should points be hand operated or power operated? To this I would say "power operated". There is too much chance of derailing a moving train or rolling stock standing in sidings if we have to reach over the base board.

Also we can stand by the control panel, work the levers and watch the whole operation. This speeds up our signalling etc. A slow movement to hand operate points and the train has travelled several feet and disaster could be at hand.

All levers on the control panel should be wired  $\frac{1}{2}$  so that in position 1 all points are set for the "straight" road. This termed "normal", position 2 "reverse". At the end of a running session return all points to "normal".

After cleaning do check that no point has been accidentally moved to "reverse".

For anyone not familiar with points the reasons for this are:



1. If the points are not wired so that with all levers in position  $\frac{1}{2}$  you have to remember them. One more thing to interfere with smooth running.

2. Depending on the position of the point on the layout and direction the train is running it will either (a) derail or (b) run onto the wrong road. If this is a siding with trucks in it - crunch!!

3. Depending again on the above, we may avoid disaster by noticing it in time; there is another possibility, we will find our power supply off for a section of the track.

Besides seeing that the points are so wired, the order in which the levers are on the frame will make some difference. For example I numbered 3 of mine 24, 25, 26 in that order east to west. I was continually getting them mixed up until they were re-arranged 26, 25, 24. A loop was 14, 13 and caused all sorts of trouble until I woke up and made it 13, 14.

Gaining by experience I put the train on the line, ran it around numbering the points in order the train passed. This is not prototype, but sorted out a lot of problems for one-man operation. With Triang, so long as we leave a bit of slack on the lead, it is easy to rearrange the wires to suit ourselves.

At any time when you disconnect the wires from the lever or motor check that they are in the right position  $\frac{1}{2}$  for the straight road.

If you have not been in a signalbox try to get the station-master's permission to do so. (Not in the peak hours please).

There above the "frame" you will see a diagram of the yard and a list of all the various points and signals needed for each "move".

You should soon see why a simplified system of numbering and arranging the levers on your frame might be needed.

For example on one frame we have -  
7,8,9,10      28,29,30,31.      7,8,28,  
29, are through train down signals,  
9,10,30,31 are through up signals.  
Mix these up with points and discs  
and we get a variety of combinations.  
All these have to be remembered plus,  
if we refer to the drawing, six various  
combinations of combinations. I re-  
call one breakdown when we used the lot.

Now at one station experience counts  
and after a while it is easy to re-  
member and quickly operate the com-  
bination for the move required. On  
our M/R we have several stations so it  
becomes more complicated.

If we were to be prototype we would  
have a "frame" for each station on our  
M/R all with points, signals and other  
switches numbered for that station.  
We would need to remember all the com-  
binations for each station.

I found it easier to arrange mine on  
one panel, everything numbered in the  
order the train passed. It is far  
easier to work than some mixed up  
combination requiring much searching  
of the panel.

For example:

Points 1,2,3 down line to A siding.  
Signals 2 & 3.  
Points 4 & 5 crossover.  
Signals 10-11 back to down plus.  
Isolating switch 1.

This suits me, it may not suit you,  
so try to see what other M/R men do  
and select what you think you can  
manage.

I am constantly up grading my views  
on the importance of points. One day  
a short paragraph entitled "Around the  
bend" in 80 minutes" may be printed,  
telling how the 34th set of points  
appeared on my layout, but as a con-  
sequence I have a main line and 7  
sidings out of action for another 24  
hours. One faulty set of points was  
carelessly left on the baseboard while  
rearranging the sidings in a more  
efficient manner.



My view is - 1. There is no place on the base board for a faulty set of points. The only place for them is in the hand of an expert for repairs or the incinerator. 2. Always have on hand a set of right hand and left hand points for quick replacement and also a spare motor for the points.

To summarise this article.

1. Circuit control unit operating to give gradual pick-up of speed. No "jerky" movements.

2. Engine must be able to travel slowly forward and reverse, no sudden picking up of speed.

3. Rolling stock must have free axle movement, couplings free and correct height.

4. Points correctly wired, in excellent order.

5. Keep your hands off the controls and levers until you want to use them.

6. Make sure all levers are returned to normal once a movement has been completed.

7. After running make sure all points levers etc. are returned to normal.

8. Don't leave articles on the base board.

9. Keep the cat out. Ours loves the wires under the base board and has been known to jump up onto the table and have a swipe at a moving goods - great fun for the cat.

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## FOR READER'S LETTERS

The Editor,  
AMRA Journal.

Dear Sir,

In reference to the editorial in the Sept/Oct. issue and a subsequent letter from Ern Raddatz concerning loco's obtained by the Commonwealth Railways during World War 2. Briefly they were 4-6-0's and this was a result of the lightly ballasted 80lb. plant at that time, "modern" American power could not be used so ten lighter engines were secured as an emergency measure. Eight came from the Canadian National and were given the numbers Cn 70----77 inclusive and two from the New York, New Haven & Hartford RR, these became Ca 78 & 79.

The Cn's were built by MLW in 1907/08 with Stephenson valve gear and 63" drivers, the Ca's were Baldwins of

1907 and 1905 and had Baker valve gear with 73" drivers, neither class were popular with crews and all were written off by 1952. These facts were gleaned from an excellent article in the ARHS Bulletin of September 1965.

As an afterthought what if the standards of the Trans Australia Railway were similar to those of to-day, USRR mallets perhaps?

GEOFF BROWN.

### EDITOR'S NOTE.

A similar letter was also received from B. Boydell, W.A., who added the following details:

The 8 Canadian locos were built by the Locomotive and Machine Co. (Montreal Locomotive Works) in 1907 and 1908. These engines had inside Stephenson



valve gear operating outside piston valves through rock shafts. They were numbered Cn70 to Cn77. The two locomotives from the New York, New Haven and Hartford Railway, were built by Baldwins and had outside valve gear. One had Southern valve gear the other Baker valve gear. These locos arrived at Port Augusta late in 1943 and were numbered Ca 78 and Ca 79.

Dear Sir,

A useful hint that could be of interest to other members - use pressure pack CRC 2-26 for track cleaning, especially in those out of the way places. A light spray over the tracks and then run the train round trucks first. It may be necessary to give the wheels a wipe over afterwards, especially if the track is very dirty. Use only a light spray as too much CRC 2-26 could affect plastic sleepers etc.

I have found this works well and certainly improves performance. I now have no trouble round a bend that has always been slow, which was not improved by putting in an extra power clip.

ERIC WATSON.

Dear Sir,

In reply to Bob Gallagher, may I first of all thank him for the kind remarks he made about me in his letter to the Journal. I feel perhaps they may not have been entirely merited. It seems to me that Bob has possibly misunderstood the point that I was trying to convey.

If he goes back and reads my correspondence in the Journal he will find that at no time have I proposed that a member should detract from following the standards as set down by our Association, and I do not do so now. There is room for all and sundry in AMRA. We come back to the old saying "it takes all kinds". My con-

tention was simply - if you are going to have a club layout, no matter what gauge is chosen, have it so that as many as possible are able to use it.

I may not have entered into further correspondence on this matter if Bob Gallagher had not ended his letter with suggestions as to what I should do if I wasn't prepared to change my ways. I feel perhaps there may have been enough said about it already.

His first suggestion is a little extreme and perhaps could be construed as an insult to a man's intelligence.

His second states "come to the clubrooms...Please note the exhibition layout is not a club layout." Well, Bob, for a long while you could have fooled a lot of people. Going back to the part where Bob says "come to the clubrooms" here I must admit is the part that bothers me. I feel that because of a number of reasons, one being the distance from where I live to the clubrooms, I am unable to take as active a part as I would like. One could say that the siting of the clubrooms could have been more centralised, and perhaps that could be correct but one can't lose sight of the fact that no matter where the branch clubhouse was situated you could not please everybody, that is something that cannot be helped and is best left along.

But I repeat again, my conscience bothers me. I feel that if you go to the trouble of belonging to an organisation, you should at least make an effort to be an active member of that organisation. I am wrestling with myself as to whether I should retain my AMRA membership under such conditions. However it may be possible once our (Prospect Model Railway Club) clubhouse is completed, I may be able to take a more active part at Rockdale.

The third suggestion I think was in part answered above, and believe me I



have never discouraged the so called dabbler to aspire to a greater accomplishment in our hobby. But by the same token one must not allow a member of the hobby to despair because he is unable to reach those finer accomplishments.

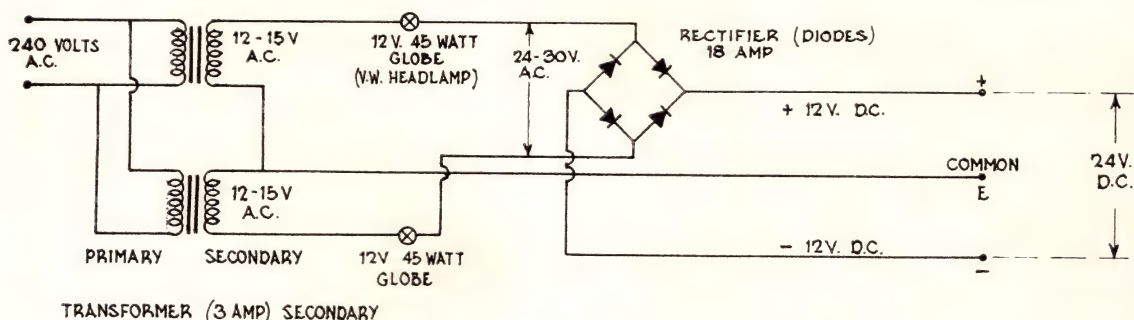
If purchasing what he can afford over the counter is the only way he can get full enjoyment out of the hobby, he should be given every encouragement to do so.

Bob Gallagher's appeal to the so called experts has my sympathy.

BOB PAYK.

### CORRECTION.

Having been upbraided for drawing and publishing an incorrect diagram for



REX LITTLE.

## Branch Reports

### NEW SOUTH WALES.

#### President's Annual Report.

In the past three years as President of the N.S.W. Branch, I have seen considerable progress being made.

Our membership has increased approx. 30% during this time and many of our

a rectifier, page 24 Jan/Feb Journal, herewith the corrected circuit. It goes to show someone reads Pop Valve anyway.

Whilst redrawing the diagram I realised that no protection was shown on either the transformer or the rectifier. The simplest form of protection is a series light bulb. This bulb acts as a current limiting device, in that when the current of the circuit rises the globe begins to glow.

I would suggest that if you are using the heavy duty diodes IN3491 and IN3493, that may be obtained through Alan Dowel, a Volkswagon headlight bulb may be inserted between the transformers and rectifier as shown. A V.W. headlight bulb (45 watts) will limit the current to 3.75 amps.

new members are keen modellers and regular attenders at our meetings.

A Ladies' Auxiliary has been formed, although few in number they form a very active and hard working section of the Branch.

A Modelling Clinichas been commenced and also an N scale group within the Branch. With the advent of the N scale meeting we are now holding five meet-



ings per month compared to one Saturday afternoon meeting three years ago.

To those people who helped make this progress possible must go our sincere thanks and appreciation.

#### ACTIVITIES.

Our first outing of the year was to the Rail Transport Museum at Enfield to inspect and photograph the locos and rolling stock being preserved as a reminder of a bygone era of railways.

At the Clubroom we had the first of our scenery demonstrations, which was to be followed by two others through the year. Conducted by John Dunn and Allan Brown these proved very informative and well received by the members.

A film night on the "Western Endeavour" was presented by Mr. Bob Farquhar and later in the year a fine Showing of slides on "Steam in Australia" by Colin Bilbertson was a show that you should not have missed.

Our Open Day on the 5th June was well attended by 32 visitors and friends from other M.R. Clubs and also 27 of our own members. This type of meeting should be conducted more regularly. Bob Gallagher was good enough to give a very informative and interesting talk and practical demonstration on the process of Silastic Moulding which was probably the first time the process has been seen by many of the 50 members and visitors present.

One of our most entertaining evenings was the talk and slides by Mr. Noel Thorpe of the A.R.H.S. - the subjects: the "Sewerage Farm Railways", and Sydney's first railway stations.

This year we embarked on a new venture, sponsored and conducted by Bob Ballagher, a modelling activity night. Generally held on the 2nd Friday, these nights have proved very popular with

both young and older members as a means of learning the basics and later the advanced skills of scratch building. Assistance and advice to the newcomers is readily available from Bob and the other experienced modellers who are in attendance.

Our Annual Dinner this year was held at Kingsgrove R.S.L. Club attended by 30 members and families who I am sure all had a most enjoyable evening.

The three auctions held during the year were well attended although we are still plagued with more sellers than buyers with the result that many bargains remain unsold.

Australiana Village was the venue for the Christmas meeting and was attended by 56 members and families. The day concluded with a barbecue, with sweets, chips, ice-blocks and drinks being provided.

#### ATTENDANCES.

Our attendance for the year, by the book, was 984 members and visitors which I am sure would actually be well over the 1000 as I know that quite a few members and visitors neglect to sign the book. This figure (984) gives a monthly average of 82 which is 11 per month better than last year.

Good as the figures may seem it must be remembered that at some meetings, e.g. the Open Day, we had 59 members and visitors present and at the other extreme 12 members at a Working Bee. Your clubroom is there to be used - please use it, even if you only come along to talk trains, after all that is a major part of railway modelling.

#### MEMBERSHIP.

Membership of the N.S.W. Branch has continued to increase of the past year, there now being 216 financial members including 28 new members since the 1971



Exhibition compared to 195 members in January, 1971.

### LADIES AUXILIARY.

Once again we are indebted to our Ladies Auxiliary for their fine efforts during the year with their assistance with donations to clubroom running expenses, preparing of afternoon tea and their generous assistance in organising and staffing of the Nibble Bar and kitchen throughout the Exhibition.

Our thanks also to the two "Junes" (Dunn & Larmour) for the work involved in the sewing and making up of the new curtains covering the storage shelves. The ladies this year intend to make cushions for the steel "Stacka" chairs to keep out the winter chill.

### EXHIBITION.

I don't think I need to illuminate on our 1971 Exhibition as you are all well aware no doubt of its success. It is Exhibitions like this that make the efforts of all concerned worthwhile.

The interest being shown by the public appears to be increasing, but will only continue to do so by keeping up a high standard of exhibits and providing something different, even small, that will impress the public.

I would at this juncture like to thank most sincerely John Dunn for his untiring and somewhat exhausting efforts in providing what must be one of the most popular facets of the Exhibition namely the Scenery Demonstration. John's efforts on the scenery at any time during the exhibition were never begging for an audience, you just couldn't move the people away so that he could have a meal.

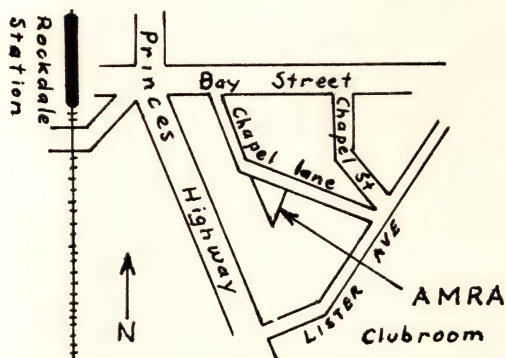
After over three years as President of the N.S.W. Branch, I feel that, due to pressure of work and also that a

change of President may be in the best interests of the N.S.W. Branch, I should not stand for the position again this year. With a new President should come new ideas and possibly a new approach to the problems and organisation of the Branch.

In conclusion I would like to extend my sincere thanks to all the members of the 1971 Management Committee for their support and assistance to me throughout the past year and also to the members who by their attendance and participation in the Branch activities make all our efforts worthwhile.

I trust that your support of the President and Management Committee will continue in the future to help keep AMRA Australia's premier Model Railway Association.

GRAHAM LAMOUR.



The Annual General Meeting of the Branch on Saturday 5th February, resulted in Musical Chairs for the office bearers. The results were:

President	J. Dunn
Vice-Presidents	R. Gray H. Shepherd
Secretary	A. Brown
Treasurer	J. Skilton
Branch Reporter	R. Gallagher

#### Committee:

L. Lumsden	K. Edwards	H. Warren
N. Read	J. Moonie	G. Ball
K. Robinson	G. Lamour	G. Bray
S. Chapman	P. Kelley	J. Fotheringham



The meeting gave a warm ovation to the retiring committee especially to G. Lamour and P. Kelly who relinquished their positions after 3 years. A job well done.

Members are advised of expanded meeting days and are welcome to attend all and any of the special programs.

The N Gauge meeting is still looking for more members and all beginners are welcome at the modelling clinic.

Visiting members are advised that they are most welcome at any of the branch meetings, but are asked not to expect a warm welcome if a working bee is in progress. Any member who is interested in the working bees is asked to contact N. Read, Building Supervisor.

The Ho scale and coarse layouts and N scale layouts are available for operation on running days.

The program for the next few months is as follows:

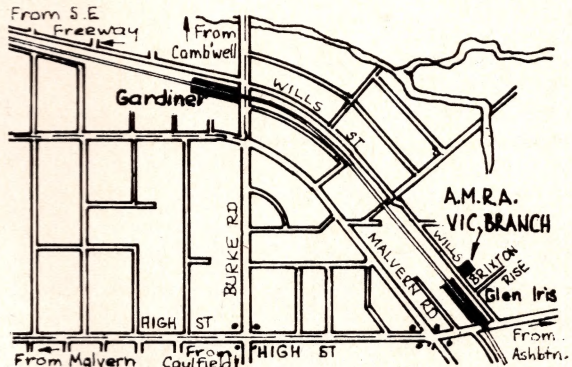
- |                 |   |
|-----------------|---|
| Fri. 24th March | Full length movie.<br>(Bring the family).   |
| Sat. 8th April  | N Gauge meeting.  |
| Fri. 14th April | Modelling clinic.<br>(Loco construction).   |
| Sat. 15th April | Auction. (Bring your<br>money with you).  |
| Fri. 8th April  | Running Night. (All<br>layouts in operation).   |
| Sat. 6th May    | Scenery demonstration,<br>by Allan Brown. Come<br>and learn the secrets<br>and methods of Zip<br>Texturing. |
| Fri. 12th May   | Modelling clinic.<br>(Loco construction).   |
| Sat. 13th May   | N Gauge meeting.<br>(Layout construction).  |
| Sat. 20th May   | Running Night. (All<br>completed layouts run-<br>ning).   |
| Fri. 26th May   | Visit to glass works.<br>(Consult notice board  |

Sat. 3rd June

or Ron Gray for further particulars). Problem Clinic. (Bring your problem along to stump the experts. Also you self claimed and tight lipped experienced modellers will be given the opportunity of helping members.

R. GALLAGHER.

### VICTORIA.



Well, the big show is over for another year and while, perhaps, it was not as successful as other years it was still a great affair. The Committee of Management and the Exhibition Organiser would like to thank all of you who took the trouble to staff the Exhibition and to do the one hundred and one tasks it takes to make such an affair the worth while effort it was. Thanks are also extended to those who offered their services but who were refused because all the posts were manned.

The Property Manager would like your enthusiasm to carry over to work on the clubrooms. There is still plenty to be done so don't be shy, let Howard know when you are available.

By the way, what is wrong with you minority types? How is it that the more enthusiastic types seem to be all HO scalers? The "O" gauge stand at the Exhibition was almost a one man



band. Oh, yes, there were enough people to play trains during the show but the layout itself was virtually built by John McNabb on his own with the other "O" scalers being noticable by their absence. Likewise with the "N" gauge layout. Bill Bates only had one or two helpers while building the layout but there were and are plenty of "N" types available to run trains. How about it, why not see John or Bill and do a bit of work as well and ease your conscience, assuming of course, you have one.

Also, Len O'Brien has for several months now, been trying to form a Marklin group with a notable lack of success. He is enthusiastic and one of our leading exponents of the third rail and we all know there are other Marklin types in the Branch. But it seems they are all snobbish types who don't want to mix with other Marklin users. Well, this is being remembered for when space is allocated for a Marklin layout in the clubroom. No interest in Marklin, therefore no layout space allocated. Please remember, the formation of common interest groups and their success is used to find out what interest there is in a particular subject. So please remember this all you Marklin types, you "N" scalers, you "O" gaugers, you ultra fine scalers and all you other minority groups. If you cannot be enthusiastic yourself, you cannot expect the rest of the Branch to be enthusiastic on your behalf.

The same goes for the social activities. If you don't attend these functions and there is no good reason for you to be absent you cannot complain if the social organiser loses interest. Was the Convention a success? Only your presence or absence could answer that one.

YOU ONLY GET OUT OF THE BRANCH WHAT YOU PUT INTO THE BRANCH.

ERN RADDATZ.

## QUEENSLAND.

During February we were given talks by Max Choseling on "Plastics in modelling" and Stephen Suggit on "Gearbox drives for locomotives". Stephen showed us his progression from built up gearboxes, through milled ones to cast ones.

The following is a list of our coming meetings, combined with S.C.M.R.A. (Sunshine Division). The meeting places will be changed to our clubrooms when these become available.

Sat

Sat. 8th April 2pm Visit to Clapham yards.

Thur. 27th April 8 p.m. Jim Christie 32 Wana St. Sunnybank.

Sat. 13th May 2 pm Keith Anderson 40 Sloane St. Stafford Nth

Thur. 25th May 8 pm Arthur Robinson, 142 Northgate Rd. Northgate.

Sat. 10th June Bar-b-cue at Jolly's Lookout Mt. Glorious Rd.

Thur. 22nd June Cec. Wall, McEwan St. Riverview.

Sat. 8th July Ron Bennet, 28 Benheim St. Acacia Ridge.

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## **News From Other Clubs**

### STEAM LOCOMOTIVE SOCIETY OF VICTORIA.

The S.L.S.V. located at Rowans Road Moorabbin, has approx. 103 members, including a small percentage of country and junior members. Our main track caters for 3½" and 5" gauge, whilst a smaller semi-portable track is available for 3½" and less.

The main track is 2040' long and incorporates some fair gradients, cuttings



and a tunnel, the track looping under itself. Work is still going on to develop the site, but major projects are nearly finished, with mainly tidying up and maintenance tasks remaining.

Most locomotives are based on designs out of Model Engineer with a small sprinkling of some based on V.R. and American practise. We normally run a "public day" on the first Sunday afternoon every month, but these are temporarily suspended.

Naturally, as our title implies the emphasis is definitely on steam, although one or two members do have "infernal combustion" machines.

#### PROSPECT MODEL RAILWAY CLUB.

I hasten to correct any erroneous impression that may have been caused by Phil Kelly's letter, page 20, Journal No. 96. when he states, quote: "I have heard that Bob's own Prospect Club have laid their layout with Shinohara track and points, and have modified their Triang wheels to suit." unquote.

The H.O. Exhibition layout which is now in the course of construction, and the permanent layout to be built in the Prospect Model Railway Clubrooms, is and will be laid with "Peco" track and points, so as to enable all members, irrespective of wheel flanges to run their equipment. This will also apply to the "N" gauge layouts when built.

The decision to use "Peco" track was a unanimous one, as the members of this club run a variety of equipment - not all fine scale - and thus saves members the expense of changing wheels or any modifications.

Due to working bees on construction of our clubrooms, progress on the club's Exhibition layout has not been as great as we would like, but at least we will

have the satisfaction of being able to run our equipment without the problems presented by Code 70. track.

Incidentally this club was thinking of purchasing a large wooden spoon for presentation to the member who is the biggest stirrer. Any suggestions as to who should receive it?

No names, no "PAYK" drill.

MIKE GUEST.

#### THE WEST-AUSTRALIAN MODEL RAILWAY CLUB

Since the last report from this club, nearly four years ago, the club has experienced the cycles of fluctuating interest that seems common to most model railway clubs. The membership has now risen to nine members, many of whom are members of long standing.

The layout, although generally similar to the plan in the Jan/Feb 1969 Journal, has undergone two significant changes. First is that the track plan has been altered to make a long point to point run possible, but with allowances for continuous running. Second is that the fine scale points have been replaced to allow the running of Hornby and Fleischmann products as well as the finer scale Japanese and American models. One advantage of a "universal" layout is the variation of models seen running at various times, with many different prototypes being represented.

The club, as a member of the AMRA, extends an invitation to other AMRA members in this State, and in fact to all AMRA members to visit the club when they are in Perth. The club is still situated in the Karrakatta station, on the down side, and meets each Thursday night at 8 pm. Any inquiries by any intending member or visitor should be directed to Mr. D. Laughton, Flat 10, 12 Riverview Street, South Perth, 6151. Phone 67104.

G. WATSON.



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### MEMBERS.

As a member have you passed on to other members your methods of modelling (an article with sketches), a helpful hint or a request for help (letter in Pop Valve). Your Branch - have you given your suggestion to improve the Branch in writing to the committee. Consider these ideas and take action.